

the reduced cost of transport, and that such benefit would be likely shared by the consumer; in fact, that the advantages of centralization would be realized without incurring the inconvenience of crowding together masses of people within small spaces; and that the whole face of the country would be brought to the condition, and made to share the opportunities of improvement which are afforded by a metropolis, and by towns of the larger class.

At that time, however, we had no specific evidence to adduce in support of our reasonings, so as to reach those minds which can be only influenced by a direct appeal to facts.

The subsequent extension of rail ways has brought to light a body of evidence, so extensive, that our only difficulty lies in the selection of such parts of it as may not exceed our limits. The beneficial effects of the Liverpool and Manchester railway on the value of land in the district through which it passes, have forced conviction upon the minds of those who were most conspicuous opponents that project.

Mr. J. Moss, a Director of the Manchester railway, gave the following testimony:

"Is it contemplated to have a rail road between Birmingham and Liverpool?" It is quite arranged.

"Have you made application to the owners of land for their consent?" As far as our half goes.

"Have you found owners on the line between Liverpool and Birmingham to consent to the rail road there, who nevertheless, opposed the Liverpool and Manchester line?" Several; among others, Lords Derby and Seston.

"Did Mr. Heywood of Manchester oppose the Manchester rail road?" Yes.

"Did he afterwards complain of its not passing through his lands?" He complained very much of it.

The opposition of Lords Derby and Seston to the Manchester railway bill, compelled the company to deviate from the line of road which they first proposed, and which Mr. Stephenson, their Engineer, pronounced to be the best. That line must have passed through a part of the property of these noblemen, whose opposition would at that time have defeated the bill. The company were, therefore, compelled to select another line, which was not only much more expensive in the formation, but which has since been